

IN THE CLAIMS:

Please insert the header before claim 1:

What is claimed is:

1. (CURRENTLY AMENDED) An internal combustion engine exhaust component comprising:

_____ a shell having an outer surface and an inner surface and defining a chamber, wherein the inner surface of the shell havinghas a first part susceptible to exhaust condensate contact and a second part not susceptible to the exhaust condensate contact; and

_____ a lining being applied over only the first part only so as of the inner surface of the shell to protect the first part from the exhaust condensate contact.

2. (CURRENTLY AMENDED) An internal combustion engine exhaust component according to claim 1, in which wherein the lining covers approximately one-third to one-half of the surface area of the inner wallsurface of the outer shell.

3. (CURRENTLY AMENDED) An internal combustion engine exhaust component comprising:

_____ a shell having an outer surface and an inner surface and defining a chamber; and

_____ a lining applied over approximately one-third to one-half of the surface area of the inner surface of the shell.

4. (CURRENTLY AMENDED) An internal combustion engine exhaust component according to claim 1, 2 or 3 in which wherein the lining is applied to the first part of the inner wallsurface of the outer shell by spot welding.

5. (CURRENTLY AMENDED) A method of making an internal combustion engine exhaust component comprising the steps of:

_____ providing a shell having an outer surface and an inner surface and defining a chamber;

_____ determining the parts part of the inner surface of the shell which will be contacted by condensates when in operation; and

_____ applying a lining to those parts the part of the inner surface of the shell which will be contacted by the condensates.

6. (CURRENTLY AMENDED) ~~A~~The method of making an internal combustion engine exhaust component according to claim 5 comprising the step including the steps of providing the shell as a substantially flat sheet of material, applying the lining to the shell substantially flat sheet of material and then forming the shell substantially flat sheet of material into the shape of the exhaust component shell.

7. (CURRENTLY AMENDED) ~~A~~The method of making an internal combustion engine exhaust component according to claim 5 or 6, in which wherein step of applying the lining is applied by includes spot welding the lining to the shell.

8. (NEW) The internal combustion engine exhaust component according to claim 1 wherein the shell has a shell thickness and the lining has a lining thickness, and the shell thickness is thicker than the lining thickness.

9. (NEW) The internal combustion engine exhaust component according to claim 3 wherein the shell has a shell thickness and the lining has a lining thickness, and the shell thickness is thicker than the lining thickness.

10. (NEW) The internal combustion engine exhaust component according to claim 3 wherein the lining is applied to the inner surface of the shell by spot welding.

11. (NEW) The method according to claim 5 including the step of forming the shell to have a shell thickness that is thicker than a lining thickness of the lining.